



		NTSB ID: NYC04LA050		Aircraft Registration Number: N9469B	
		Occurrence Date: 12/20/2003		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Covington		State KY	Zip Code 41011	Local Time 0618	Time Zone EST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 20, 2003, about 0618 eastern standard time, a Cessna 208B, N9469B, operated by Martinaire, Inc., was substantially damaged during takeoff from the Cincinnati/Northern Kentucky International Airport (CVG), Covington, Kentucky. The certificated airline transport pilot was not injured. Visual meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the flight destined for Mc Ghee Tyson Airport, Knoxville, Tennessee. The cargo flight was conducted under 14 CFR Part 135.</p> <p>The pilot stated that she flew the accident airplane to CVG the evening before the accident. The following morning, she arrived at the airplane at 0515, and performed a preflight inspection. The airplane was loaded with 2,375 pounds of freight, and ready for departure about 0600. The pilot performed a final walk-around inspection to ensure the airplane was secure and the startup area was free of obstacles, before entering the airplane. The pilot taxied to, and departed runway 27, a 10,000-foot-long, 150-foot-wide, asphalt runway. The airplane had climbed to 300 to 400 feet above the runway, and was at an airspeed of about 120 knots, when it became "abnormally heavy on the flight controls," and "very unstable about its lateral axis (pitch control)." The pilot elected to reduce the throttle to idle and perform the rejected takeoff procedure.</p> <p>The airplane touched down on snow covered grass approximately 85 feet off the left side of the runway, and 262 feet beyond the 7,000-foot runway marker. The airplane came to rest approximately 315 feet off the left side of the runway, and 460 feet prior to the 9,000-foot runway marker. The airplane's landing gear collapsed, and the fuselage was buckled near the aft end of the cargo pod.</p> <p>Photographs taken by airport personnel shortly after the accident revealed areas of frost present on the wings and empennage. In addition, ice was observed on portions of the leading edges of the left and right wings.</p> <p>Examination of the airplane by a Federal Aviation Administration inspector did not revealed any mechanical malfunctions.</p> <p>The operator stated that de-icing services were available for the airplane at CVG. During an initial conversation with airport personnel, the pilot stated that she did not feel it was necessary to de-ice the airplane prior to takeoff.</p> <p>The Cessna 208B information manual, section 4, Normal Procedures, Cold Weather Operations, stated in part:</p> <p>"...Even small accumulations of frost, ice, or snow must be removed, particularly from wing, tail and all control surfaces to assure satisfactory flight performance and handling...."</p> <p>The operator reported that the pilot had accumulated about 4,095 hours of total flight experience,</p>					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: NYC04LA050	
	Occurrence Date: 12/20/2003	
	Occurrence Type: Accident	
Narrative (Continued)		
<p>which included 770 in the Cessna 208. The pilot had also completed a cold weather operations recurrent training course during November 2003.</p> <p>After the accident, about 1,600 pounds of fuel was removed from the airplane, and the cargo was weighed. The airplane's takeoff weight was estimated to be about the maximum takeoff weight of 8,750 pounds.</p> <p>A weather observation taken at CVG, at 0551, included: winds from 270 degrees at 5 knots, and a temperature and dew point of 16 degrees F.</p>		
FACTUAL REPORT - AVIATION		Page 1a

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC04LA050				
		Occurrence Date: 12/20/2003				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Cincinnati/Northern Kentucky		Airport ID: CVG	Airport Elevation 896 Ft. MSL	Runway Used 27	Runway Length 10000	Runway Width 150
Runway Surface Type: Concrete						
Runway Surface Condition: Dry						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 208B0079		
Airworthiness Certificate(s): Utility						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 2	Certified Max Gross Wt. 8750 LBS	Number of Engines: 1		
Engine Type: Turbo Prop		Engine Manufacturer: Pratt & Whitney	Model/Series: PT-6A-114	Rated Power: 600 HP		
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 10/15/2003	Time Since Last Inspection 179 Hours	Airframe Total Time 10429 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information						
Registered Aircraft Owner MARTINAIRE INC		Street Address 4745 Frank Luke Dr.				
		City Addison	State TX	Zip Code 75001		
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City	State	Zip Code		
Operator Does Business As:			Operator Designator Code: GPMA			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Cargo						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted:						
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div>						

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First Pilot Information																																																																																				
Name		City		State	Date of Birth	Age																																																																														
On File		On File		On File	On File	35																																																																														
Sex: F	Seat Occupied: Left	Principal Profession: Civilian Pilot			Certificate Number: On File																																																																															
Certificate(s): Airline Transport																																																																																				
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft?				Current Biennial Flight Review? 11/19/2003																																																																																
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 04/07/2003																																																																															
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>4095</td> <td>770</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td>770</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>265</td> <td>265</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>9</td> <td>9</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>2</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	4095	770									Pilot In Command(PIC)		770									Instructor		0									Last 90 Days	265	265									Last 30 Days	9	9									Last 24 Hours	2	2								
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night							Instrument					Rotorcraft	Glider	Lighter Than Air																																																																	
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? No																																																																													
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: IFR																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
Covington		KY	CVG	0720	EST																																																																															
Destination		State	Airport Identifier																																																																																	
Knoxville		TN	TYS																																																																																	
Type of Clearance: IFR																																																																																				
Type of Airspace: Class B																																																																																				
Weather Information																																																																																				
Source of Briefing: Company																																																																																				
Method of Briefing: Telephone																																																																																				

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC04LA050			
		Occurrence Date: 12/20/2003			
		Occurrence Type: Accident			

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
CVG	0551	EST	896 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Few			3100 Ft. AGL	Condition of Light: Dawn	
Lowest Ceiling: None			Ft. AGL	Visibility: 8 SM	Altimeter: 30.15 "Hg
Temperature: -9 °C		Dew Point: -9 °C	Wind Direction: 270		Density Altitude: Ft.
Wind Speed: 5		Gusts:	Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): Ft.		Visibility (RVV) SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground					
- GRAND TOTAL -				1	1

FACTUAL REPORT - AVIATION	Page 4
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National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: NYC04LA050

Occurrence Date: 12/20/2003

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Luke Schiada

Additional Persons Participating in This Accident/Incident Investigation:

Samuel Weatherford
FAA Inspector
Louisville FSDO
1930 Bishop Lane 11th Floor
Louisville, KY 40218

Greg W Schmidt
Air Safety Investigator, Sr.
Cessna Aircraft Company
P.O. Box 7704
Wichita, KS 67277